

5178

5178

Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. Patton *Director*

State: Alaska

DESCRIPTIVE REPORT  
Sheet No. 27

LOCALITY

Alaska

Kodiak Island

S. E. Coast of

Sitkalidak Island ~~Gape~~

Barnabas to Ocean Bay.

1931

CHIEF OF PARTY

F. B. T. Siems, H. & C. E.

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5178

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 27

REGISTER NO. 5178

State ALASKA  
~~S. E. Alaska~~  
General locality Kodiak Island  
S. E. Coast of  
Locality Sitkalidak Island (Cape Barnabas to Gassan Bay)  
Scale 1:20,000 Date of survey Sept. 10 - Oct. 2, 1931  
Vessel Launches WILDCAT, NO. 3, NO. 4 and MOTORSAILER  
Chief of Party F. B. T. Siems, H. & G. E.  
Surveyed by H. R. Moore, R. W. Knox, A. C. Thorsen, W. J. Chovan.  
Protracted by G. M. Marchand  
Soundings penciled by G. M. Marchand  
Soundings in fathoms ~~feet~~  
Plane of reference M. L. L. W.  
Subdivision of wire dragged areas by ---  
Inked by *E. J. Strain*  
Verified by *ES*  
Instructions dated April 17, 1931  
Remarks: \_\_\_\_\_  
\_\_\_\_\_

DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC FIELD SHEET NUMBER 27  
CAPE BARNABAS TO OCEAN BAY  
KODIAK ID., ALASKA

STR. SURVEYOR

F.B.T.SIEMS, COM'D'G.

Scale 1:20,000

INSTRUCTIONS:

The work on this sheet was undertaken in pursuance of the Director's instructions dated April 17, 1931.

GENERAL LOCATION:

The area surveyed on this sheet comprises about twenty-three square statute miles adjacent to the shoreline and extending in a southwesterly direction from Cape Barnabas for a distance of twelve statute miles. It is joined on the north by hydrographic sheet, Reg. No. 4855; on the south and east by hydrographic (field) No. 43; and on the west by hydrographic sheet (field) No. 25.

H 5183

H 5184

SURVEY METHODS:

This sheet was surveyed by the following vessels: WILDCAT; LAUNCH #3; LAUNCH #4; and MOTORSAILER. Control was established by triangulation and supplemented by topography (Sheet E) and by hydrographic locations. One signal, NAB, was located by running a traverse from triangulation station BARNABAS, 1928 (Corrected to the Valdez Datum).

*not on sheet*  
All the signals between triangulation stations BARNABAS and WEDGE (except DROP) were located by sextant cuts from the SURVEYOR, using triangulation stations, RIGHT, 1928, BARNABAS, 1928, WEDGE, 1931, SIGMA, 1931, WED, 1931 and traverse station NAB for primary control. These were plotted on Topographic sheet "F" and transferred to the hydrographic sheet by tracing. The cuts referred to above are recorded in Vol. 5 of hydrographic sheet #43 (field), pages 54 to 72 inclusive, except those pertaining to signal SPOT which are recorded in Vol. 4 of sheet #43 on L-Day. Standard survey methods were used throughout the work on this sheet. Hand-lead soundings were obtained in depths of ten fathoms and under. For greater depths vertical wire soundings were taken.

In the vicinity of Cape Barnabas the work is incomplete. The work in this area was carried within one-half mile of the shore which is as far inshore as any vessel would be expected to go while rounding Cape Barnabas. Further work in this area was prevented by the closing of the field season.

SHORELINE:

The shoreline from Cape Barnabas to triangulation station Wedge is shown as a dashed line on account of the reconnaissance nature of the topographic survey. (See Descriptive Report to Accompany Topographic Sheet "F")

DISCREPANCIES:

A discrepancy was noted in the position of the line 19G to 21 G (Motor-sailer) in that the soundings failed to agree satisfactorily with the soundings

on cross lines nearby. An adjustment was made in accordance with the notation made in the remarks column of page 50, Vol. 2 of the sounding records. ✓

Several discrepancies of about one fathom or less were noted in the depths at crossings in the vicinity of the bight between triangulation station SIGMA and triangulation station WED. These are doubtlessly due to the irregularity of the rocky bottom prevailing over this area. ✓

DANGERS:

No dangers were found outside the band of kelp which skirts the shore for practically the entire length of the sheet. The kelp extends seaward for an average distance of about 0.4 nautical miles. Vessels should not penetrate this line of kelp which forms a barrier against the extremely rugged coastline. ✓

CHANNELS:

There are no channels on this sheet. ✓

ANCHORAGES:

No important anchorages are to be found within the limits of this sheet. ✓

Small boats may find some protection during northwesterly weather to the westward of the small island in the bight between SIGMA and WED. However, this anchorage is not recommended for security during storms. The bottom is sandy with scattered rocks. ✓

SHOALS:

A shoal with a least depth of 5-1/6 fathoms (MLLW), rocky, is located in Latitude 57° 05.95'; Longitude 153° 04.80'. The area about this shoal is covered with a heavy growth of kelp. ✓

A shoal with a least depth of 7-3/4 fathoms (see sheet #25, Vol. 5, page 28) is located in Latitude 57° 02.75'; Longitude 153° 07.94'. ✓

COMPARISON WITH PREVIOUS SURVEYS:

No previous surveys have been made of this area.

GEOGRAPHIC NAMES:

See the Descriptive Report to Accompany Topographic Sheet "F", 1931.

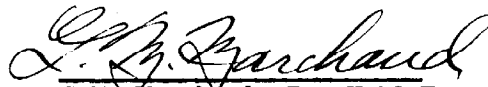
STATISTICS:

Appendix I of this report contains a complete table of statistics for this sheet.

TIDAL DATA:

Appendix II of this report contains the tidal data for this sheet.

Respectfully submitted:



G.M. Marchand, Jr. H.&G.E.  
U.S.C. & G.Survey.

Approved and Forwarded:



F.B.T. SIEMS, H.&G.E.  
Chief of Party, C.&G.S.

TABLE OF STATISTICS FOR HYDROGRAPHIC SHEET No. 27

DATE	VOL.	DAY	STATUTE MI.	POSITIONS	SOUNDINGS	VESSEL
Sept. 10	1	A	24.0	109	207	WILDCAT
" 11	1	B	28.4	171	339	"
" 12	1	C	14.3	78	142	"
" 15	2	D	14.5	86	160	"
" 22	2	E	Day lettered but no work done			
" 23	2	F	14.7	75	152	"
Oct. 2	2	G	6.0	55	180	MOTORSAILER
Sept. 23	3	a	22.6	113	395	LAUNCH #3
Oct. 2	3	b	14.7	72	211	"
Sept. 23	4	a	10.4	71	261	MOTORSAILER
Oct. 2	4	b	19.0	132	264	LAUNCH #4
Total			168.6	962	2311	

APPROVAL NOTE OF CHIEF OF PARTY

Sheet No. 27 and accompanying records have been inspected and are approved by me.

A duplicate of this sheet has been prepared for completion of inshore hydrography during the 1932 season. ✓

A handwritten signature in dark ink, appearing to read 'F.B.T. Siems', written over a horizontal line.

F.B.T.SIEMS, H.&G.E.  
Chief of Party, C.&G.S.

# Section of Field Records

Surveyed 1931.

Report on H. 5178.

Chief of Party W.B.H. Siems

Surveyed by R.P. Moore, R.W. Knox, A.C. Thomson, W.J. Chovard.

Collected by L.W. Marchand.

Soundings Plotted by J.M.M.

Verified and Indexed by L.S. Straw.

1. The records conform to the requirements of the General Instructions.
2. The plan and character of development fulfills the requirements of the General Instructions.
3. The plan and extent of development is satisfactory with the exception of an area approximately one square mile - south of Cape Barnabas. Lat.  $57^{\circ}07'30''$  to  $57^{\circ}08'45''$  and Long.  $152^{\circ}52'$  to  $152^{\circ}55'$ . The ten and twenty fathom curves can not be completely drawn in this area.
4. The Sounding line crossings are adequate for this survey.
5. The usual depth curves can be drawn with the exception of the 1, 2, 3 and 5 fathom curves close in here, and the 10 and 20 fathom curve in the case referred to in paragraph 3. of this Report.
6. The Field plotting was completed to the extent prescribed in the Hydrographic Manual, and was very well done.
7. No drafting done by the Field Party, was done over with the exception of transferring several rocks awash from the Topographic to the Hydrographic sheet.



H 5178<sup>2</sup>-

8. The junction of this sheet (H 5178) with H 4855, surveyed in 1928 (Port Hoborn datum) is satisfactory. ✓  
The junctions with H 5183 and H 5184 will be considered when these sheets are verified.

9. Further surveying is not required to fully develop important areas within the limits of this sheet. See paragraph 3 of this Report.

Respectfully Submitted  
L. S. Straw

June 13, 1932.

Section of Field Records  
Review of Hydrographic Sheet No. 5178  
S. E. Coast of Sitkalidak Island, Kodiak I.,  
Alaska.  
Surveyed in Sept. Oct. 1931. (Surveyor)  
Instructions dated April 17, 1931  
Hand Lead and Vertical Wire Soundings -  
Three Point Control.

Chief of Party - F. B. T. Siems  
Surveyed by R. R. Moore, R. W. Knox, A. C. Thorson,  
W. J. Chovan.  
Protracted and soundings plotted by G. M. Marchand  
Verified and inked by L. S. Straw.

1. The records conform to the requirements of the Hydrographic Manual.
2. The plan, character and extent of development satisfy the specific instructions. Additional work to complete the sheet is to be done during the 1932 field season. There is a section of sand beach in lat.  $57^{\circ}07'$  long.  $153^{\circ}02'$  having the appearance of a possible landing place in smooth weather that needs further development, as well as the incomplete area immediately southwest of Cape Barnabas.
3. Soundings are consistent; crossings are adequate; special attention is called to the growing kelp that borders this coast.
4. Depths curves. The 10 and 20 fathom curves are shown. The 5 fathom and lesser curves can only be shown in sections.
5. Junction of the completed part of this sheet with H-4855 is satisfactory; further work is to be done in 1932. The junction with H-5183 and H-5184 is to be considered when those sheets have been verified and inked.

No previous surveys of this region are on record and the charts are very inaccurate.

6. Recommendations. The sheet is incomplete as noted in the Descriptive Report and is to be completed in 1932. Topographic sheet T-4662 (1931) shows the sand beach noted in par. 2 of this report as free from kelp; and the possibility of a small boat landing should be determined by further development.
7. Reviewed by R. J. Christman, July 1932.

Memorandum by A. L. Shalowitz.

On account of the heavy kelp inshore no additional development is called for on the shoal indication in the light between  $\odot$  Sigma and  $\odot$  Wed. However, additional development is desirable on the spit in lat. 57-06 long. 153-02.5. This should be developed out of the 18 fathom curve as the 15 fathom curve still shows indications of a definite spit. Other recommendations of reviewer are concurred in.

Sheet inspected by A. L. Shalowitz.

*A. M. Sobieralski*

Field Records Section (Charts)

HYDROGRAPHIC SHEET No. *H. 5178*

The following statistics will be submitted with the  
cartographer's report on the sheet:

Number of positions on sheet	<i>.962</i>
Number of positions checked	<i>.164</i>
Number of positions revised	<i>.4</i>
Number of soundings recorded	<i>23.11</i>
Number of soundings revised	<i>.21</i>
Number of signals erroneously plotted or transferred	<i>.6</i>

Date: *June 13 1932*  
Cartographer: *[Signature]*

May 3, 1932

Division of Hydrography and Topography:

✓ Division of Charts:

Tide Reducers are approved in  
4 volumes of sounding records for

HYDROGRAPHIC SHEET 5178

Locality S. E. Coast of Sitkalidak Island, Alaska

Chief of Party: F. B. T. Siems in 1931

Plane of reference is mean lower low water, reading

2.9 ft. on tide staff at Three Saints Bay

11.9 ft. below B. M. 1

4.5 ft. on tide staff at Port Hobron

11.7 ft. below B. M. 1

Condition of records satisfactory except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A.M. or P.M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings" instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.



Chief, Division of Tides and Currents.